



# BUILDING GREAT NEIGHBOURHOODS

## GLENORA MEETING THREE

FEBRUARY 19, 2014 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Glenora beginning in spring 2014. As the City is committed to involving Edmontonians in the decisions that affect them, residents have been asked to provide input, to identify missing sidewalk connections and opportunities for other investments to add to Glenora's livability.

The City held three meetings with the neighbourhood: one with the community league executive on October 10, 2012, a second with the entire neighbourhood on May 28, 2013, and a third and final public meeting on February 19, 2014.

Glenora residents had the opportunity to review the final design for the neighbourhood and learn about the three-year construction process. Staff members from Transportation Services, Community Services, Drainage Services and Forestry were on hand to address residents' questions.

The following provides a general overview of comments and questions from the meeting.

### ACTIVE TRANSPORTATION

- *What is being done about active transportation in the neighbourhood? There is one curb extension shown at St. Vincent School, but none at other locations.*

Active Transportation improvements follow the policies identified in the City's Active Transportation Policy, Sidewalk Strategy and Bicycle Transportation Plan. Active transportation is being addressed through the installation of missing sidewalk links and shared-use lane bike routes throughout Glenora. Also, curb ramps will be installed at all intersections to increase accessibility for sidewalk users of all abilities and curb extensions will be provided at elementary schools as per City guidelines.

### COMPLETE STREETS

- *The complete streets approach was not mentioned. This approach is becoming standard practice.*

The City of Edmonton has launched a Complete Streets pilot as part of 2015 Neighbourhood Renewal in Westmount. It will include designing streets that reflect the surrounding area's characteristics and the needs of all users in the community. Based on community feedback and lessons learned from this pilot, the City will determine how to incorporate more Complete Streets guidelines into Neighbourhood Renewal going forward. Unfortunately, Glenora reconstruction will be undertaken before this pilot project is complete. However, Building Great Neighbourhoods does incorporate best practices into its neighbourhood designs and works with other departments like Parks, Great Neighbourhoods and Sustainable Transportation when redesigning the neighbourhood. More information on the City's approach to Complete Streets is available at [www.edmonton.ca/completestreets](http://www.edmonton.ca/completestreets)

### CONSTRUCTION

- *There is no alley access to our home: our driveway and garage are accessed from the road in front only—so how does this work when you are doing roadwork?*

The construction team will ensure access to your property. Please contact the construction project manager, Jason Caudron, at [Jason.caudron@edmonton.ca](mailto:Jason.caudron@edmonton.ca) or call 780-495-0268 to discuss your needs.



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- *What about warranties? ...I find it interesting that the city goes with the lowest bid...*
- *Hope that there are guarantees built into all contracts so our tax \$ are not wasted.*

In order to budget appropriately and ensure continuity of work over the span of many years across numerous neighbourhoods, the City of Edmonton secures long-term contracts for work. The certainty of long-term contracts working on City neighborhood projects should produce competitive bids, ensuring an effective use of tax dollars.

The bid is not the lowest cost, but rather an evaluated bid including past performance on Neighbourhood Renewal-type work. There is a two-year contractor warranty on the work, during which time a team that includes the construction engineer and the contractor has a set replacement criteria for deficiency work. After the two-year window, the City Road Maintenance branch monitors and deals with any future problems that may arise.

## DRAINAGE

- *The city needs to seriously assess the drainage issue as it relates to the ponding of water on roadways.*
- *Drainage on my property (and neighbour's also) is an issue. Sidewalks and roads often have standing pond (spring thaw or heavy rain will do it).*

Surface drainage will be addressed through road reconstruction. Grading will be improved so storm water will drain properly to the catch basins. If ponding occurs and it is not due to poor surface grading, and debris is not blocking the grate, please contact 311 as there may be a blockage in the catch basin or the catch basin lead. Drainage Operations can then come to the site to determine the problem.

- *I don't understand why the city is wasting \$ to put in sidewalks that aren't wanted/needed instead of upgrading the sewage system and getting rid of the sewage smell that happens all summer/fall!!! ...If the road is not being done until 2016, can the sewage be corrected first?*

The Drainage Neighbourhood Renewal Program works in coordination with Transportation's Neighbourhood Renewal roadway reconstruction. The drainage work is completed ahead of roadway work to avoid disturbance of new roads, and the work in Glenora has been completed. If you continue to have odour emission issues, please contact Drainage Operations at 311 or [780-496-1609](tel:780-496-1609) so they can investigate the problem.

## SIDEWALKS

- *We don't understand why the sidewalk proposed for 136 St between 102 Ave and 101 Ave is planned to be located on the west side of the street when putting it on the east side would align with the crosswalk at the corner of 102 Ave and 136 St, and also put the sidewalk along with the streetlights, which is surely safer than a sidewalk without or with less light. Putting the sidewalk on the west side would mean kids and families would have to cross twice—across 136 St and then across 102 Ave; also safety issue.*

Due to mature tree conflicts along the east side of 136 Street the sidewalk needs to be placed on the west side of the street. This will provide a continuous walk from 101 Avenue to 102 Avenue.

- *I live at 138 Street and 102 Avenue... I suggest that the sidewalk be installed along 102 Ave (on south curb) as that would be the logical extension of the sidewalk coming from the east.*



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Due to mature tree conflicts along the north side of the service road the sidewalk needs to be placed on the south side of the service road.

## TRAFFIC OPERATIONS

- *My children and several others in the neighbourhood have to cross 136 St at 106 Ave to get to school and back. A crosswalk at this location would greatly add to their safety.*
- *The pedestrian activated traffic lights at 134 St and Stony Plain Road take far too long to allow crossing on foot after the button has been pushed. Can the timing be adjusted, please?*

Generally, traffic signals throughout the City are coordinated in order to minimize delays or the number of stops through adjacent intersections. The traffic signal in question is pedestrian actuated. This means once the push button is pressed, a call is placed to the traffic signal that there is demand and will be serviced during the next cycle. The wait time depends on the cycle length and coordination so the pedestrian phase can be serviced at a 'design point' to minimize both vehicle and pedestrian delays.

To reduce the wait time for students, timing plans for school in (8:30-9 am) and school out (3:30-4 pm) were implemented where the signal operates in an uncoordinated mode. During these periods, once the main street has satisfied its minimum green interval of 34 seconds, the signal will change within 10 seconds to provide for amber and red intervals for traffic on Stony Plain Road. At other times of day the volumes are too high on Stony Plain Road and have less pedestrian demand, therefore the signal operates in a coordinated mode with longer pedestrian wait times.